

Rpt. 9

24 NOV 1956

Date of writing report 29-10-56

Received London

Port DURBAN

No. 7258

Survey held at DURBAN

No. of visits 3

First date 23rd Oct.

Last date 25th Oct., 1956.

REPORT OF PERIODICAL SURVEYS & REPAIRS OF MACHINERY

No. in R.E. 64169 Name M.V. "INVERBANK" Gross tons 5151 Date of build 1924 - 5
 Owners Bank Line, Ltd. Managers Andrew Weir Shipping & Trading Co. Ltd. Port of Registry Glasgow
 Engines made 1924 By Harland & Wolff, Ltd. Type 4 SA 6 Cyl. B & W

No. of Main Engines 2 No. of Screws 2
 No. of Main Boilers - W.P. -
 No. of Aux./Donkey Boilers 1 W.P. 110 lbs
 Surveyed Afloat or in Dry Dock Afloat
 Nature of Survey Repairs
 Was Damage Report issued? No Int. Cert. ? Yes
 Last Report (For Head Office only)

Records of Survey & Special Notations as per Register Book

Hull	Machinery
+100 Al with freeboard	+LMC CS 4,54
1,56	D.Blr.S. 4,56
ss H.Kg. 4,54	TS CL p 1,53 s 3,54
	sps 4,54
Carrying veg. oil in DTS.	Oil Eng.

The condition of any of the following items is to be described as "good" only when the part has been examined, found or placed in good condition, and is considered to be acceptable until the due date of the next Periodical Examination. Where it is considered that re-examination or repairs should be effected before the due date of the next Periodical Examination a distinguishing mark thus † should be inserted against the item and the circumstances and action recommended described fully under "defects and repairs". At part or complete Special Surveys those items which are not applicable to the ship should be cancelled with a black line; this need not be done when the machinery is on a continuous survey basis. When any part has been subjected to pressure test this should be stated. Engine parts when referred to by numbers should be counted from forward.

DOCKING Propellers Wear Down of Stern Bushes Oil Glands Sea Connections
 Fastenings Has Screwshaft/Tubeshaft been drawn? Date of Examination Has Shaft been changed?
 Has Shaft now fitted been previously used? Has Shaft now examined/fitted a continuous liner? Approved oil gland?

MAIN ENGINES (Recip. Steam or I.C.) PORT STARBOARD

- 1 Cyls., Covers, Pistons & Rods
- 2 Valves & Gears
- 3 Connecting Rods, Top Ends & Guides { Side / Centre
- 4 Crankpins & Bearings { Side / Centre
- 5 Journals & Bearings

SEE OVER FOR REPAIRS

MAIN ENGINE DRIVEN AIR COMPRESSORS

- 6 Cyls., Covers, Pistons & Rods
- 7 Connecting Rods & Top Ends
- 8 Crankpins & Bearings
- 9 Journals & Bearings
- 10 Coolers & Safety Devices

MAIN ENGINE DRIVEN SCAVENGE PUMPS

- 11 Cyls., Covers, Pistons & Rods
- 12 Connecting Rods & Top Ends
- 13 Crankpins & Bearings
- 14 Journals & Bearings
- 15 Levers

SCAVENGE BLOWERS

- 16 SUPERCHARGERS

MAIN TURBINES

- 18 Casings, Rotors, Blading, Bearings & Thrusts

EXHAUST STEAM TURBINES (WITH RECIP. ENGINES)

- 19 STEAM COMPRESSORS
- 20 CLUTCHES & HYDRAULIC COUPLINGS
- 21 REDUCTION GEARING
- 22 THRUST BLOCKS, SHAFTS & BEARINGS
- 23 INTERMEDIATE SHAFTS & BEARINGS
- 24 HOLDING DOWN BOLTS & CHOCKS
- 25 CONDENSERS (MAIN & AUX.)
- 26 STEAM RE-HEATERS
- 27 DE-SUPERHEATERS
- 28 STOP & MANOEUVRING VALVES
- 29 MAIN ENGINE DRIVEN PUMPS
- 30 CRANKCASE DOORS & EXPLOSION RELIEF DEVICES

Have Main Engines been tested working and manoeuvring?

OPINION OF MACHINERY AND RECOMMENDATIONS. The machinery of this ship is in safe working order and eligible in my opinion to remain as classed, without special reference to port main engine cylinder top landings.

Date of Committed Decision

THURSDAY 20 DEC 1956

7,56 H.Kg. Subject (h.w.)
 (with endnut (h.w.))
 Pnts. 7,56

Noted for Header



002923-002728-0020

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- 32 Essential Independent Pumps (Identify by position).....
- 33 Bilge, Ballast & Oil Fuel Suction Lines, Fittings & Controls.....
- 34 Have the remaining Piping Arrangements & Fittings in the machinery space been examined as considered necessary?.....
- 35 Fresh Water Coolers..... 36 Lub. Oil Coolers..... 37 Heaters (state service).....
- 38 Independent Air Compressors, Coolers & Safety Devices.....
- 39 Air Receivers & Safety devices—Main..... 40 Auxiliary.....
- 41 Oil Fuel Tanks (Not forming part of hull structure).....
- 42 Evaporators..... 43 Have Evaporator Safety Valves been tested under steam?.....
- 44 Steering Machinery..... 45 Windlass..... 46 Fire Extinguishing Arrangements.....

AUXILIARY ENGINES (Identify by position).....

ELECTRICAL EQUIPMENT

PROPULSION	PORT	STARBOARD	AUXILIARY EQUIPMENT
a Generators.....			l Generators & Governors.....
b Exciters.....			m Motors.....
c Air Coolers.....			n Switchboards & Fittings.....
d Motors.....			o Circuit Breakers.....
e Air Coolers.....			p Cables.....
f Control Gear, Cables, etc.....			q Insulation Resistance.....
g Insulation Resistance.....			r Steering Gear Generators and Motors.....
h Insulating Oil Test.....			s Navigation Light Indicators.....
i Overspeed Governors.....			
j Magnetic Couplings.....			
k Air Gap.....			

BOILERS OPENED UP & EXAMINED (Identify by position and state latest date of internal examination of each boiler)

MAIN..... AUXILIARY, DONKEY or PRESS.....

Superheaters.....

Safety Valves.....

Mountings, Doors & Fastenings.....

Safety Valves Adjusted to { Sat.....
Spt.....

Boiler Securing Arrangements.....

Main Economisers..... Exhaust Gas Heated Economisers.....

Steam Heated Steam Generators..... Steam Generator Safety Valves Adjusted to.....

Were Oil Burning System & Remote Controls examined working in accordance with Rules?..... Forced Circulating Pumps.....

Have Saturated Steam Pipes in cylindrical boiler smoke boxes been examined as required by Rules?..... Funnel.....

EXAMINATION & TESTING OF STEAM PIPES (State material)

Main..... Auxiliary (over 3 in. bore).....

Were Copper Pipes annealed?..... Have Saturated Pipes in cylindrical boiler smoke boxes been tested?.....

PARTICULARS OF DEFECTS & REPAIRS, ETC. (Damage repairs should be detailed separate from wear and tear repairs; state what action has been taken regarding items which are subjects of class)

Please refer to Durban Report No. 7238 dated 16-10-56.

This ship returned to Durban to load cargo and in view of the fact that her stay in port was to be longer than originally anticipated the Owners' Marine Superintendent decided to effect permanent repairs to No. 5 unit of the port main engine.

NOW DONE. The No. 5 cylinder liner top landing machined true, the jacket top landing machined and an 'L' ring fitted.

The above repair has been efficiently carried out and joint found sound and tight under working conditions.

It is submitted that this item now be deleted from the S.R. List and that the parts surveyed for C.S. and reported in Durban Report No. 7238 now be accepted as part LMC CS without qualifications.

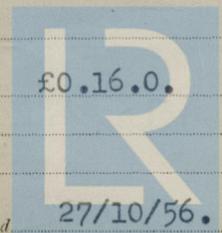
LEAVE THIS SPACE BLANK

Survey fees .. £7.7.0.

Damage fee ..

Expenses .. £0.16.0.

Date when A/c rendered 27/10/56.



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